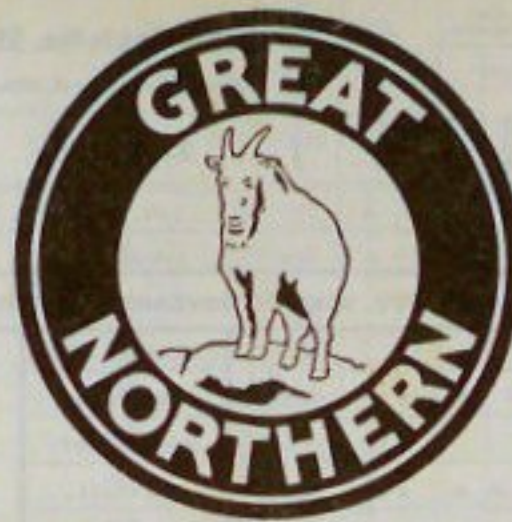




WILLMAR DIVISION

TIME TABLE No. 33

**EFFECTIVE 12:01 A. M.
CENTRAL TIME**

SUNDAY, NOVEMBER 26, 1933

J. L. CLOSE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

F. J. GAVIN, General Manager.

EASTWARD.

Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, engineers and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end and under an APPROACH SIGNAL INDICATION. Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.

	Maximum Speed.	
Between	Passenger	Freight
Lyndale Jct. and Willmar.	60 miles per hour.	40 miles per hour.

WESTWARD.

SECOND SUBDIVISION—WILLMAR AND BRECKENRIDGE.

EASTWARD. 3

SECOND CLASS		FIRST CLASS								Car Capacity	Siding	Other Tracks	Section Numbers	Distance from Willmar	Time Table No. 33		SIGNS	Telegraph Code	FIRST CLASS								SECOND CLASS	
425	423	(192) 183	185	51	13	1	27	3							Effective November 26, 1931.				28	4	14	2	52	(191) 184	186		426	
Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		Daily	
L 11:40 ¹	L 1:30 ¹			L 2:40 ¹	L 7:55 ¹	L 11:30 ¹	L 11:15 ¹	L 1:50 ¹	Yard 1516	A102									R DN W C	WD	A 3:50 ¹	A 4:45 ¹	A 12:15 ¹	A 7:40 ¹	A 1:35 ¹		A 6:30 ¹	
				A 2:45 ¹							0.41								112 26	P					L 1:30 ¹			
12:01 ¹⁴	1:45				8:05	11:39	11:27	* 2:00	W 79 10	A109	6.61								358 06	DNP	R	3:39	4:30	112 01 ¹⁴	7:27			6:08
12:15	1:58				f 8:15	11:49	11:35	* 2:12	W 79 47	A110	14.04								358 63	D P	R	3:30	f 4:19	111 49	7:18			5:53
12:25	2:06				f 8:21	11:55	11:40	* 2:20	79 32	A121	18.53								358 14	D P	CK	3:25	f 4:10	111 40	7:13			5:43
12:35	2:15				f 8:27	12:01 ¹⁴	11:45	* 2:28	128 29	A125	23.18								358 49	D P	DG	3:19	f 4:01	111 33	7:07			5:32
12:50	2:28 ¹⁴ 3:07 ¹⁴			L 1 12:20 ¹⁴ A 12:24 ¹⁴	* 8:37	12:11	11:54	* 2:48	W 87 241	A138	30.59								358 08	DN W CKX	BN	3:07	* 3:48	111 23	* 6:58		A 2 6:40 ¹⁴ L 6:30 ¹⁴	5:12
											31.38								358 26	P Y								
1:00	3:33				f 8:44	12:19	12:01 ¹⁴	f 2:57	139 88	A138	36.27								358 40	D P	CF	2:57	f 3:33	111 12	6:51			4:57
1:13	3:45				8:51	12:27	12:07	3:06	79 11	A144	42.14								358 53	P		2:46	3:25	11 03	6:44			4:42
1:23	3:55 ¹⁴				f 8:57	12:33	12:12	* 3:17	70 04	A149	46.40								358 18	D P	NC	2:40	f 3:17	110 57	6:39			4:20
											64.32								358 24	P Y								
1:37	4:15 ¹⁴				* 9:09	12:45	12:23	* 3:42	82 145	A157	55.34								358 37	DN W C	MR	* 2:28	* 3:05	110 44	* 6:28			3:42
1:52	4:30				f 9:21	12:56	12:34	* 3:55	73 41	A166	63.55								358 49	D P	DY	2:15	f 2:51	110 29	6:18			3:23
2:02	4:41				9:29	1:04	12:40	f 4:02	70 19	A171	69.27								358 40	P		2:08	2:41	10 19	6:11			3:11
2:11	4:51				* 9:38	1:10	12:46	* 4:12	W 80 49	A176	74.03								358 55	DNP	HN	2:02	f 2:34	110 12	6:05			3:01
2:21	5:01				f 9:46	1:17	12:53	f 4:21	125 30	A181	78.91								358 76	D PW	RC	1:56	f 2:25	110 03	5:59			2:51
2:33	5:12				9:55	1:26	1:01	f 4:30	70 19	A187	85.28								358 29	P		1:48	2:15	f 9:53	5:51			2:39
2:41	5:21										90.17								358 50									2:29
2:42	5:22				110:03	1:33	1:07	f 4:40	79 56	A193	90.41								358 22	D PW	QN	1:41	f 2:07	f 9:46	5:44			2:28
											97.58								358 09	I								
2:52	5:32			L 12:25 ¹⁴		10:09	1:39	1:14	4:46		95.14								358 53	P Y		1:35	1:59	9 38	5:38	A 5:20 ¹⁴		2:20
2:57	5:37			* 12:35		110:14	1:42	1:17	* 5:06	W 97 118	A200	97.63							358 06	DN I	CB	1:32	f 1:55	f 9:35	5:35	* 5:06		2:15
3:10	5:50			112:45		110:25	1:52	1:27	* 5:20	W 80 12	A207	104.79							358 78	D P	DO	1:22	f 1:43	f 9:24	5:26	f 4:42		2:00
											111.09								358 15	P I								
A 3:30 ¹⁴	A 6:10 ¹⁴			A 1:00 ¹⁴		A 10:40 ¹⁴	A 2:03 ¹⁴	A 1:40 ¹⁴	A 5:35 ¹⁴	Yard 1155	A214	112.67							R DN W C	BR	L 1:10 ¹⁴	L 1:30 ¹⁴	L 9:11 ¹⁴	L 5:15 ¹⁴	L 4:30 ¹⁴		L 1:40 ¹⁴	
3:50	4:40			.35	.04	.05	2:45	2:33	2:25										358 20			2:40	3:15	3 04	2 23	.05	.50	4:50
20 22	24 14			30 13	11 55	4 92	60 96	44 18	45 62										358 25			42 25	34 66	35 74	46 62	4 02	21 00	23 31

Special Rules.

Westward trains are superior to eastward trains of the same class, except Nos. 2, 4, 14 and 28 are superior to No. 183, Campbell to Aberdeen Line Jct. and Nos. 2, 4, 14 and 28 are superior to No. 185, Watertown Line Jct. to Benson. Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

First class trains register and receive clearance card Form "A" at Willmar Passenger Station; other trains at Willmar Yard Office.

No. 2 register by card at Willmar.

Register of trains at Willmar will cover their arrival at Pennock.

Register of trains at Breckenridge will cover their arrival at Campbell.

Electric automatic interlocked switch end of double track Pennock is controlled by track circuits and operates automatically with the following exception: Movement of eastward trains from single track to double track against the current of traffic requires manual operation and when there is no operator on duty will be necessary to throw switch by hand.

Long Siding north of main track extending east of Benson is known as eastward siding. Westward trains must not use this siding unless authorized by train order. East switch to this track located 2.51 miles east of Benson depot electrically controlled from depot.

Track south of main track between Morris and Hancock must be used as second main track by eastward main line freight trains unless otherwise instructed by train order, and must not be used by eastward main line passenger trains, or any westward

main line trains unless authorized by train order. Branch line trains will procure clearance from dispatcher before using this track. West switch to this track located 1.55 miles west of Morris depot electrically controlled from depot. Crossover located at Seventh Street Morris and just east of M. P. 153 designated as "Seventh Street Crossover Morris" and "lowline crossover."

Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, engineers and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end and under an APPROACH SIGNAL INDICATION, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.

STEAM WHISTLE SIGNALS, SWITCHES CONTROLLED

FROM INTERLOCKING TOWER.

N. P. Ry. Crossing, Breckenridge.

Main Line—One long.

North Freight Lead—One long and one short.

North Freight Lead—Two long and one short.

West End Transfer Track—Three long and one short.

East End Transfer Track not connected with interlocking plant.

Maximum Speed.

Between	Passenger	Freight
Willmar and Breckenridge.....	60 miles per hour.	40 miles per hour.
Morris and Hancock. Eastward Freight Track.....	25 miles per hour.	25 miles per hour.

4 WESTWARD. THIRD SUBDIVISION—LYNDALE JCT. AND ST. CLOUD. EASTWARD.

FIRST CLASS			Car Capacity		Station Numbers	Distance from St. Paul	Time Table No. 26		Distance from St. Cloud	Telegraph Calls	SIGNS.	FIRST CLASS		
29	7	11	Sideings	Other Tracks			Effective November 26, 1933.					STATIONS		
Daily	Daily	Daily										Daily	Daily	Daily
L 9:50pm	L 5:05pm	L 8:40am			0		ST. PAUL	74.82	U	K		A 8:00am	A 5:15pm	A 10:25pm
10:30pm	6:40pm	9:35pm			11	10.87	MINNEAPOLIS	64.25	H	K		7:35pm	4:50pm	10:00pm
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.														
L 10:35pm	L 5:45pm	L 9:40am				12.18	LYNDALE JCT.	62.64		W X		A 7:23am	A 4:40pm	A 9:48pm
						12.84	M. W. R. R. CROSSING	61.88		I				
10:43	8:54	9:48	79	34	17	17.17	ROBBINSDALE	57.65	RD	D P		7:14	4:32	9:38
						18.31	M. ST. P. & S. S. M. RY. CROS.	56.31		I				
10:53	6:04	9:58	89	34	24	22.03	OSSEO	51.17	RI	D P		7:04	4:22	9:25
		10:05		5	28	27.66	MAPLE GROVE	49.84					4:15	9:15
11:06	6:17	10:12	88	19	33	32.68	ROGERS	42.17	RO	D P		6:52	4:08	9:06
11:15	6:27	10:22		40	39	38.92	ALBERTVILLE	35.90	EA	D P		6:42	3:58	8:54
11:28	6:42	10:36	79	43	48	47.35	MONTICELLO	27.47	MO	D PW		6:31	3:44	8:38
11:39	6:56	10:48		29	55	54.91	ENFIELD	19.91		P		6:21	3:32	8:23
11:42	7:00	10:51		34	57	57.12	HASTY	17.70	HA	D P		6:18	3:29	8:19
11:49	7:08	10:59	80	12	62	62.15	CLEARWATER	12.67	CW	D P		6:11	3:21	8:09
11:59	7:19	11:10		29	70	69.25	ST. AUGUSTA	5.47		P		6:00	3:10	7:55
A 12:10am	A 7:30pm	A 11:20am	Yard	1410	73	74.82	ST. CLOUD		DX	WC YO RKDN I X		L 5:50am	L 3:00pm	L 7:45pm
1:35 29.55	1:45 35.79	1:40 27.58										1:33 40.41	1:40 37.38	2:09 30.55
Time Over Subdivision Average Speed Per Hour														

WESTWARD.

FOURTH SUBDIVISION—MORRIS AND BROWNS VALLEY.

EASTWARD.

MORRIS AND BROWNS VALLEY.

EASTWARD.

SECOND CLASS			FIRST CLASS		Car Capacity		Stations	Distance from Morris.	Time Table No. 33 Effective November 26, 1933.	Telegraph Calls	Distance from Browns Valley.	SIGNS	FIRST CLASS		SECOND CLASS
335	49	47	Sidings	Other Tracks	48	50							336		
Tue., Thur., Sat.	Daily Ex. Sunday	Daily Ex. Sunday											Daily Ex. Sunday	Daily Ex. Sunday	Tue., Thur., Sat.
L 5.30am	L 1.00pm	L 6.00am			A 187		MORRIS	MB	47.27	R C WDNX K			10.00am	6.00pm	A 5.20pm
5.40	1.05	6.05			1.01		BROWNS VALLEY LINE JCT.		46.35	X P Y			9.52	5.50	5.00
* 6.05	* 1.25	* 6.20		28	D 6	5.22	ALBERTA	A	39.15	D			* 9.37	* 5.34	* 4.30
* 6.33	* 1.43	* 6.33		44	D 12	14.27	CHOKIO	EO	33.10	D			* 9.24	* 5.20	* 4.00
* 7.15	* 2.01	* 6.46		21	D 18	20.17	JOHNSON	J	27.20	D			* 9.11	* 5.06	* 3.10
						36.78	C. M. ST. P. & P. RY. CROSSING		20.41						
* 8.15	* 2.25	* 7.02		50	D 24	37.31	GRACEVILLE	GB	20.16	D W			* 8.54	* 4.50	* 2.25
* 8.43	* 2.45	* 7.15		34	D 21	38.00	BARRY	BX	14.26	D			* 8.43	* 4.34	* 1.20
* 9.30	* 3.10	* 7.31		39	D 29	45.44	BEARDSLEY	BY	9.93	D			* 8.26	* 4.17	* 12.40
A 10.30am	A 3.45pm	A 7.45am	39	48	D 48	47.37	BROWNS VALLEY	BY		R D X			L 8.10am	L 4.00pm	L 12.01pm
5.00 9.04	2.45 17.23	1.45 27.06					Time Over Subdivision Average Speed Per Hour						1.50 20.83	2.00 23.68	5.19 5.90

WESTWARD.

FIFTH SUBDIVISION—HUTCHINSON JCT. AND HUTCHINSON

EASTWARD.

SECOND CLASS			Capacity of Tracks	Station Numbers	Distance from Hutchinson Jct.	Time Table No. 33		Telegraph Calls	Distance from Hutchinson	SIGNS	SECOND CLASS	
	61	STATIONS				60						
		Daily Ex. Sunday					Daily Ex. Sunday					
	L 7:25 ^{am}				HUTCHINSON JCT.		43.74	I	A 3:11 ^{pm}			
	* 7:35	12	B13	2.75	CRYSTAL BAY	VI	40.99	D	* 3:01			
	* 7:40	8	B5	4.29	MINNETONKA BEACH ..		39.45		* 2:55			
			B5 1/2	5.16	NAVARRE		38.58					
	* 7:45	27	B6	5.02	SPRING PARK	PK	37.82	D	* 2:44			
			B7	6.91	SETON		36.88					
	* 7:55	21	B8	7.82	MOUND	ND	35.02	D	* 2:20			
	* 8:08	35	B12	12.39	ST. BONIFACIUS	HA	31.25	DW	* 2:00			
	* 8:18	13	B17	16.87	MAPLE		27.17		* 1:50			
	* 8:28	32	B21	20.20	MAYER	KY	23.54	D	* 1:40			
	* 8:40	30	B24	24.01	NEW GERMANY	NG	19.73	D	* 1:30			
	* 9:00	28	B28	27.66	LESTER PRAIRIE	RA	16.08	D	* 1:10			
	* 9:30	26	B36	35.83	SILVER LAKE		8.23		* 12:50			
	A 10:00 ^{am}	49	B44	43.74	HUTCHINSON	HO		REDW	L 12:30 ^{pm}			
	2.35 15.93				Time Over District Average Speed Per Hour				2.41 16.30			

WESTWARD.

SIXTH SUBDIVISION—RICE JCT. AND WILLMAR JCT.

EASTWARD.

SECOND CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Rice Jct.	Time Table No. 33		Telegraph Calls	Distance from Willmar Jct.	SIGNS	FIRST CLASS	SECOND CLASS
427	31	Stations	Other Tracks	Effective November 26, 1931.				32	428					
Daily	Daily Ex. Sunday			STATIONS				Daily Ex. Sunday	Daily					
L 7:00Am	L 11:27Am							RICE JCT		55.68		P I	A 3:38Am	A 4:05Am
7:10	11:30		4		2.02			WAITE PARK		53.65			3:32	4:00
7:35	11:43	52	52	I-10	9.62			ROCKVILLE	KK	48.06		D P	3:17	3:35
7:50	11:51		25	I-15	14.42			COLD SPRINGS	CG	41.26		D PW	3:07	3:19
8:05	11:59	40	55	I-20	18.91			RICHMOND	CH	36.77		D P	2:56	2:56
8:25	12:10Am		35	I-25	25.12			ROSCOE	XN	30.56		D P	2:43	2:30
8:45	12:22	51	36	I-31	30.54			PAYNESVILLE	HY	25.14		D PW	2:32	2:10
					31.50			M. ST. P. & S. S. M. RY. CROS.		24.38		I		
9:05	12:31		54	I-37	35.90			HAWICK		19.69		P	2:19	1:50
9:25	12:44	50	25	I-43	42.61			NEW LONDON	ND	13.07		D P	2:05	1:20
9:40	12:53	50	29	I-48	46.92			SPICER	CR	8.76		D P	1:55	12:53
A 10:15Am	A 1:10Am				55.68			WILLMAR JCT				P	L 1:35Am	L 12:01Am
3:15 17:13	1:43 32:43							Time Over Sub-division Average Speed Per Hour					2:03 27:16	4:04 13:69

Special Rules—Third, Fourth, Fifth and Sixth Subdivisions.

Westward trains are superior to eastward trains of the same class.
 No. 7 stop at Albertville and Clearwater Fridays to discharge passengers.
 Electric switch at Hutchinson Jct. for eastward trains to First subdivision is controlled by track circuits.
 Junction switch at Rice Junction is electrically controlled from depot at St. Cloud.
 Q-1 and S-1 Engines not exceed five (5) miles per hour over Bridge 50.3 at Clearwater and over Nest Lake Bridge 67 near Spicer.
Maximum Speed.

	Passenger	Freight
Between Lyndale Jct. and St. Cloud	60 miles per hour	40 miles per hour
Morris and Browns Valley	30 miles per hour	25 miles per hour
Hutchinson Line Junction and Hutchinson	35 miles per hour	25 miles per hour
Willmar Jct. and Rice Jct.	40 miles per hour	30 miles per hour

WESTWARD

SEVENTH SUBDIVISION—WILLMAR AND IHLEN

EASTWARD 5

SECOND CLASS				FIRST CLASS		Car Capacity		Time Table No. 33		FIRST CLASS		SECOND CLASS	
419				51		Effective November 26, 1933.		STATIONS		52		420	
Daily				Daily		Willmar		STATIONS		Daily		Daily	
L 3:00pm				L 2:40pm		A-102		WILLMAR		WD 112.20 RDN WCK DX		A 1:35pm	
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES													
L 2:05pm				L 2:45pm		0.41		SIOUX CITY LINE JCT.		111.88		A 1:30pm	
2:20				+ 2:57		30 12 1-54		5.57		106.31		+ 1:15	
2:35				+ 3:09		30 33 1-70		0.02		100.20		+ 1:04	
								7.09		97.20			
2:52				+ 3:25		30 33 1-77		9.47		92.78		+12:49	
3:05				+ 3:38		40 33 1-83		5.99		86.80		+12:36	
3:14				+ 3:44		18 1-87		3.75		88.07		+12:26	
								3.96		79.09			
								0.42		78.60			
3:25				+ 3:57		40 30 1-92		0.01		77.60		+12:15	
3:40				+ 4:07		40 11 1-97		5.38		72.43		+12:01pm	
								4.05		69.19			
3:50				+ 4:17		36 33 1-102		0.31		68.07		+11:52	
4:05				+ 4:31		30 47 1-109		0.18		61.89		+11:38	
4:20				+ 4:46		35 1-115		7.53		54.58		+11:24	
4:45				+ 5:06		40 74 1-121		5.56		49.22		+11:14	
								0.15		49.07			
								1.55		47.52			
5:10				+ 5:21		31 33 1-125		5.00		42.52		+10:59	
5:30				+ 5:34		30 35 1-134		6.25		36.27		+10:48	
5:55				+ 5:50		35 1-142		7.57		25.40		+10:32	
6:08				+ 6:03		30 36 1-147		5.01		23.39		+10:22	
6:30				+ 6:20		27 1-153		7.53		15.56		+10:07	
								5.50		7.06			
								0.02		7.04			
								0.06		5.98			
7:05				+ 6:42		30 35 1-164		0.32		0.75		+ 9:51	
A 7:20pm				A 6:55pm		31 231 1-179		4.75		RDN WC X		L 9:35pm	
5.15 21.21				4.30 26.53				Time Over Subdivision Average Speed Per Hour				5.50 25.56	

Special Rules.

Westward trains are superior to eastward trains of the same class.

Maximum Speed.

Between	Passenger	Freight
Willmar and Ihlen	45 miles per hour.	30 miles per hour.

6 WESTWARD.			EIGHTH SUBDIVISION—IHLEN AND SIOUX CITY.														EASTWARD.					
THIRD CLASS.		SECOND CLASS.	FIRST CLASS.				Car Capacity		STATIONS	Time Table No. 33 Effective November 28, 1933.	Telegraph Code	Distance from Sioux City	SIGNS	FIRST CLASS				SECOND CLASS.	THIRD CLASS.			
577	579	419		C.B. & Q. 16 171	C.B. & Q. 16 169	161	51	Seating Capacity						Other Trucks	Station Numbers	Distance from Ihlen	172	52	C.B. & Q. 16 170	162		420
Tues. Thurs. Sat.	Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily		Daily	Mon. Wed. Fri.	Daily Ex. Sunday	
L 6:00am		L 8:10am					L 7:10am	81	251	1-170		IHLEN	HN	112.85	R DNNWC	A 9:35am			A 1:05pm	A 5:15pm		
* 6:20		8:25					* 7:20	50	108	1-173	4.60	JASPER	JA	108.28	D	* 9:25			12:40	* 4:55		
* 6:45		8:45					* 7:35	80	35	1-183	12.29	SHERMAN	PS	100.00	D	* 9:12			12:20	* 4:25		
* 7:30	L 1:30am	9:05				L 8:10am	* 8:15	32	203	1-195	15.62	GARREYSON	JC	97.26	R DNW X	162-419 * 9:05		A 52 8:42pm	12:05am	* 4:00	A 6:00pm	
7:35	A 1:33am	9:25				A 8:11am	8:17				18.09	YANKTON LINE JUNCTION		95.79		8:27		L 8:40pm	11:45	3:00	L 5:55pm	
* 8:00		9:40					* 8:30	49	30	1A-7	31.53	BOOGE		91.05		f 8:15			11:25	* 2:40		
* 8:20		9:50					f 8:40		15	1A-10	29.05	MANLEY		86.83		f 8:07			11:15	* 2:20		
											30.27	C. ST. P. M. & O. RY. CROSSING		85.81	I							
* 8:54		10:10					* 8:54	72	44	1A-17	32.05	HILLS	BB	79.95	D	* 7:54			10:58	* 1:50		
											33.33	I. C. RY. CROSSING		79.55	I							
* 9:55		10:40					* 9:07	27	45	1A-25	39.37	LESTER	R	73.51	D Y	* 7:42			10:40	* 1:15		
											39.58	C. R. I. & P. RY. CROSSING		73.30								
* 10:25		11:00					* 9:21	19	34	1A-30	45.27	ALVORD	AB	66.51	D	* 7:30			10:20	* 12:40pm		
* 11:40		11:35					* 9:36	50	57	1A-39	51.90	DOON	DO	60.92	D WC	* 7:19			10:05	* 11:40		
* 12:15pm		11:59					* 9:56	29	1A-45	60.02	PERKINS		51.95			* 7:03			9:32	* 10:50		
* 12:45		12:20am					* 10:11	69	46	1A-52	68.48	SIoux CENTER	UX	44.40	DN	* 6:51			9:12	* 10:11		
* 1:10		12:40					* 10:25	37	1A-61	76.55	MAURICE		36.33	W	* 6:37			8:52	* 9:15			
* 1:30		12:55					* 10:36	49	29	1A-66	81.68	STRUBLE	SB	31.30	D	* 6:27			8:40	* 8:50		
f 1:55		1:10					f 10:48	55	1A-75	89.07	WEST LE MARS		23.81			f 6:14			8:24	* 8:20		
* 2:25		1:22					* 10:57	80	40	1A-75	94.22	MERRILL	KN	18.66	D	* 6:05			8:12	* 8:00		
											99.09	I. C. RY. CROSSING		13.19	I							
* 2:55		1:37					* 11:13	51	38	1A-85	101.04	HINTON	HO	11.84	D	* 5:54			7:55	* 7:30		
											107.60	I. C. RY. CROSSING		5.28								
* 3:15		1:55					f 11:27	33	1A-92	105.07	LEEDS		4.81	X		f 5:43			7:39	* 7:05		
A 3:25pm		2:10am					11:30	Yard	832		110.02	26th STREET YARD	Q	2.65	RXNWC K	5:40			L 7:35pm	L 7:00am		
							11:34	Yard	928		112.21	WALL STREET		0.47	YO X	A 1:08pm	5:35	A 6:43pm				
							A 11:40am			1A-97	112.83	SIoux CITY	SX		R DNK X	L 1:05pm	5:30pm	L 6:40pm				
8:23 11:08	9:40	5:00 12:53					A 6:05pm									19.40	4:05 27.64	13.40	14.10	5:30 23.09	10:15 10.72	5:04 9.04
Time Over Subdivision Average Speed Per Hour																						

Special Rules.

Westward trains are superior to eastward trains of the same class.

Main track between 3rd street and passenger station Sioux City routes via old main track from 3rd street to Steuben street and via the new cut off between Steuben and Wall streets, thence via 2nd street main track to the depot. 2nd street main track between Wall street and the depot will be used by both G. N. and C. B. & Q. first class trains. Normal position of switches at Wall street for main track.

Crossing over I. C., LEEDS, protected with gates, normal position of which are clear for Great Northern. When clear, trains may pass, but must reduce speed to 10 miles an hour, at a point within 500 feet of crossing, until passing over crossing. Gates across Great Northern track indicate I. C. using crossing, in which case come to full stop, and do not pass over until Illinois Central crew place gates back to clear.

Between	Maximum Speed.	
Ihlen and Garretson	Passenger	45 miles per hour.
Garretson and Sioux City	Freight	30 miles per hour.
	Passenger	40 miles per hour.
	Freight	30 miles per hour.

WESTWARD.

NINTH SUBDIVISION—YANKTON LINE JCT. AND YANKTON.

EASTWARD.

THIRD CLASS			FIRST CLASS		Car Capacity		Station Numbers	Distance from Yankton Line Jct.	Time Table No. 33		Telegraph Calls	Distance from Yankton	SIGNS	FIRST CLASS		THIRD CLASS		
535	581	579	53	161	Seating	Other Trucks			Effective November 26, 1933.					STATIONS		54	162	536
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily										Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
		L 1:33a		L 8:11a					YANKTON LINE JCT....	80.78				A 8:40a				A 5:55
		* 1:55		* 8:27	37	I-194	7.78	7.78	CORSON.....	N	73.00	D		* 8:25				* 5:30
								13.98	C. ST. P. M. & O. RY. CROSS'G.		66.80	I						
								17.40	L. C. RY. CROSSING.....		63.29							
L 4:05a		2:25	L 7:43a	8:47				17.57	SIOUX FALLS JCT.....		63.11			A 9:47a	8:06	A 3:35a		5:01
A 4:10a	L 10:45a	A 2:30a	A 7:48a	* 9:30	38	I-205	17.93	0.25	SIOUX FALLS.....	8U	62.85	RDXW	L 9:45a	* 8:05	L 3:30a	A 9:00a	L 5:00a	
								18.11	C. M. ST. P. & P. RY. CROSS'G.		62.67							
								18.32	C. R. I. & P. RY. CROSSING		62.46							
	10:50			9:33				18.66	14TH ST. YARD.....		62.13			7:48		8:50		
* 11:30			* 9:56		35	I-215	28.96	10.31	TEA.....		51.82		* 7:27		* 8:10			
* 11:55			* 10:09		40	I-222	25.53	6.57	LENNOX.....	OX	45.25	D	* 7:14		* 7:45			
								25.74	C. M. ST. P. & P. RY. CROSS'G.		45.04							
* 12:25a			* 10:27		36	I-231	44.14	8.40	DAVIS.....	D	38.64	D	* 6:56		* 7:16			
								47.68	C. & N. W. RY. CROSSING		33.10	I						
* 1:00			* 10:44		35	I-233	51.34	3.50	VIBORO.....	BG	29.24	D W	* 6:41		* 6:50			
* 1:40			* 11:01		43	I-245	58.93	7.39	IRENE.....	Z	21.85	D	* 6:26		* 6:30			
* 1:55			* 11:11		7	I-249	63.04	4.11	TALMO.....		17.74		* 6:16		* 6:10			
* 2:15			* 11:23		42	I-255	68.11	5.07	VOLIN.....	VO	12.67	D	* 6:05		* 6:00			
* 2:40			* 11:37		18	I-260	73.94	5.53	MISSION HILL.....		0.84		* 5:54		* 5:40			
								79.33	C. & N. W. RY. CROSSING		1.45							
								79.37	C. M. ST. P. & P. RY. CROSS'G.		1.41							
								79.89	C. M. ST. P. & P. RY. CROSS'G.		.89							
								80.19	C. & N. W. RY. CROSSING		.59							
	A 3:16a		A 11:59a		35	I-267	80.78	0.69	YANKTON.....	YK		RDXW		L 5:40a		L 5:20a		
.05 3.12	4.30 13.97	.37 18.87	.02 7.80	3.45 21.26				Time Over Subdivision Average Speed per Hour						.02 7.80	3.00 26.92	.05 8.12	3.40 17.14	.56 19.56

Special Rules—Ninth and Tenth Subdivisions.

Westward trains are superior to eastward trains of the same class.

Sioux Falls Russell Street overhead bridge No. 0.8 does not clear man on top of box car.

Do not exceed ten (10) miles per hour over Bridge 0.2 over Big Sioux River, Sioux Falls.

Crossings over the C. & N. W. and C. M. St. P. & P. spur tracks at Yankton protected with gates, normal position of which are clear for the Great Northern. When clear, trains may pass, but must reduce speed to not more than ten miles an hour, at a point within 500 feet of crossing, until pass over. Gates across Great Northern track indicate other line is using crossing, in which case come to full stop, and do not pass over until other line crew place gate to clear.

Crossings over the C. M. St. P. & P. 1.41 miles east of Yankton protected with gates, normal position of which is against the G. N. When using this crossing, G. N. trains must stop and if there is no train movement in sight over the crossing by the C. M. St. P. & P., will swing the gates against the C. M. St. P. & P. and after having passed over, swing the gates back to their normal position or against the G. N.

Crossing over the C. & N. W. spur track just east of the depot at Arlington protected with gates, normal position of which are clear for Great Northern. When clear, trains may pass but must reduce speed to not more than ten miles an hour at a point within 500 feet of crossing, until passing over crossing. Gates across Great Northern track indicate C. & N. W. is using crossing, in which case come to a full stop, and do not pass over until C. & N. W. crew place gates back to clear.

Maximum Speed.

Between	Passenger	Freight
Garretson and Sioux Falls	35 miles per hour.	25 miles per hour.
Sioux Falls and Yankton	30 miles per hour.	20 miles per hour.
Sioux Falls and Watertown	30 miles per hour.	20 miles per hour.

TENTH SUBDIVISION—WATERTOWN AND SIOUX FALLS

7

THIRD CLASS	FIRST CLASS	Car Capacity		Station Numbers	Distance from Watertown	Time Table No. 33			Telegraph Code	Distance from Sioux Falls	SIGNS	FIRST CLASS	THIRD CLASS
535	53	Seating	Other Tracks			Effective November 25, 1933.						54	536
Daily Ex. Sunday	Daily Ex. Sunday					STATIONS						Daily Ex. Sunday	Daily Ex. Sunday
L 7:50a	L 1:15-184 3:40p			C-50		WATERTOWN	WN	108.30	DNKXW	A 2:05a	A 10:50a		
TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY ELEVENTH SUBDIVISION SCHEDULES.													
L 7:55a	L 3:45p				1.27	W. & S. F. JCT.		108.00	R	A 2:00p	A 10:45a		
* 8:05	* 3:52	9	WB-4	4.31	3.04	POLEY		99.03		* 1:52	* 10:35		
* 8:25	* 4:06	20	WB-11	10.83	5.52	THOMAS		92.51		* 1:36	* 10:10		
* 8:50	* 4:21	20	WB-15	18.09	7.26	HAYTI	II	83.27	D W	* 1:18	* 9:40		
⁵³⁵ * 9:15	* 4:32	27	WB-23	23.41	8.52	LAKE NORDEN	ND	79.83	D	* 1:06	⁵³⁶ * 8:15		
* 9:52	* 4:46	29	WB-20	30.63	8.82	BADGER	B	73.33	D	* 12:51	* 8:50		
* 10:13	* 4:57	6	WB-35	35.29	8.26	ROYHL		68.07		* 12:39	* 8:25		
				39.31	3.92	C. & N. W. RY. CROSSING		64.15					
* 11:15	* 5:07	28	WB-39	39.40	0.19	ARLINGTON	AR	63.96	D	* 12:31	* 8:10		
				40.37	0.97	C. & N. W. RY. CROSSING		62.98	I				
* 11:35	* 5:21	12	WB-45	45.08	4.63	AHNBERG		58.31	W	* 12:16	* 7:42		
⁵⁴ * 12:06p	* 5:31	28	WB-49	49.23	4.15	SINAI	S	54.13	D	⁵³⁵ * 12:06p	* 7:27		
* 12:20	* 5:44	48	WB-55	55.25	5.02	NUNDA	NU	48.11	D	* 11:52	* 6:57		
* 12:45	* 5:58	35	WB-61	61.01	5.76	RUTLAND, S. D.	RU	42.85	D	* 11:38	* 6:32		
				67.27	6.26	C. M. ST. P. & P. RY. CROSSING		36.00					
* 1:10	* 6:11	26	WB-67	67.28	0.01	WENTWORTH	WB	36.08	D	* 11:23	* 6:07		
* 1:40	* 6:29	27	WB-73	74.90	7.62	CHESTER	CH	28.46	D W	* 11:03	* 5:37		
* 1:55	* 6:39	7	WB-79	79.10	4.20	HUNTIMER		24.26		* 10:52	* 5:17		
				80.13	1.08	C. M. ST. P. & P. RY. CROSSING		23.18					
* 2:20	* 6:47	45	WB-83	83.51	2.33	COLTON	CN	20.83	D	* 10:43	* 5:05		
* 2:40	* 6:59	13	WB-88	88.33	5.87	LYONS	ON	18.03		* 10:29	* 4:40		
	* 7:04	3	WB-91	90.50	3.20	TYLER		12.77		* 10:23			
* 3:10	* 7:15	14	WB-94	93.02	3.33	CROOKS		9.44		* 10:15	* 4:15		
	* 7:27	18	WB-98	97.71	3.70	QUINCY		5.63		* 10:03			
* 3:45	* 7:37	18	WB-102	102.75	4.04	LEVEL SIDING		1.81	XVC	* 9:51	* 3:40		
				101.87	6.12	C. M. ST. P. & P. RY. CROSSING		1.40					
A 4:05a	A 7:43p				1.94	SIOUX FALLS JCT.		35		L 9:47p	L 3:35p		
TRAINS BETWEEN SIOUX FALLS JCT. AND SIOUX FALLS WILL BE GOVERNED BY NINTH SUBDIVISION SCHEDULES.													
A 4:10a	A 7:45p												
8:10 12:47	5:18 25:53							Time Over Subdivision Average Speed per Hour				8:13 24:15	7:10 14:21

EASTWARD.

WESTWARD.		TWELFTH SUBDIVISION— TINTAH AND EVANSVILLE.						EASTWARD.	
SECOND CLASS	Car Capacity		Stations Numbers	Distances from Evansville.	Time Table No. 33 Effective November 28, 1913.	Telegraph Code	Distances from Tintah.	SIGNS	SECOND CLASS
339	Stations	Other Trucks.			STATIONS				340
Two, Only									Two, Only

1	3.00	100	EVANSVILLE	76	32 13	R ON WC	A 100
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				0.22	 DAKOTA DIV. JCT.....		\$2.30				
* 3.00	87	E 7	6.68	6.68	 ERDAHL	DA	23.64	D			*12.18
* 4.01	37	E 11	11.38	4.60	 THORESBORG		21.14				*11.45
			14.43	2.04	M. ST. P. & S. S. M. RY Cros.		18.10	I			
* 4.45	38	E 16	15.20	1.88	 ELBOW LAKE.....	KA	16.22	D			*11.00
* 5.15	34	E 24	23.79	7.49	 HEREFORD		8.73				*10.30
5.55			32.27	5.48	 EVANSVILLE LINE JCT ..		0.25				10.05
A 6.00Pm	79	57	A198	32.33	0.25 TINTAH	QN		R DPW			L 10.00Lm
4.00 8.13					Time Over Subdivisions Average Speed Per Hour						3.00 10.84

Westward trains are superior to eastward trains of same class, except No. 340 is superior to No. 339, Tintah to Evansville.

Crews of Great Northern trains will throw their own signals at M. St. P. & S. S. M. Ry. Crossing, and after passage of trains will restore signals to clear for M. St. P. & S. S. M. Ry. Crossing, in accordance with chart in Tower, when no towerman is on duty.

Maximum Speed.

Between	Passenger	Freight
Benson and Watertown.....	40 miles per hour.	30 miles per hour.
Watertown and Huron.....	35 miles per hour.	25 miles per hour.
Tintah and Evansville.....	35 miles per hour.	25 miles per hour.

THIRTEENTH SUBDIVISION— ABERDEEN LINE JUNCTION AND ABERDEEN.													WESTWARD.		EASTWARD.	
THIRD CLASS	FIRST CLASS	Car Capacity		Stations	Distances from Aberdeen Line Jct.	Time Table No. 33 Effective November 26, 1933.		Telegraph Code	Distances from Aberdeen	SIGNS	FIRST CLASS	THIRD CLASS				
695	191	Relays	Other Trains			STATIONS	192				596	Daily Ex. Sunday		Daily Ex. Friday		
L 5:45h	L 5:20h					ABERDEEN LINE JCT.			119.23	R P X Y	A 12:25h	A 2:05h				
* 6:05	* 5:35	36	E 48	T 54		KUTZER			121.80		* 12:10	* 1:40				
				11.29		C. M. ST. P. & P. RY. CROSSING			107.94							
* 6:15	* 5:43	18	E 48	11.30		0.07 FAIRMOUNT	FA		107.87	D	* 12:03h	* 1:25				
* 6:25	* 5:46	32	E 48	13.03		1.06 DE VILLO			106.31		* 11:59	* 1:10				
* 6:45	* 5:55	10	E 48	17.93		4.51 SONORA			101.30		* 11:50	* 12:50				
* 7:20	* 6:13	50	E 63	26.47		T 54 HANKINSON	SI		93.78	D W	* 11:39	* 12:30h				
				26.53		0.30 M. ST. P. & S. S. M. RY. CROS.			93.40							
				27.99		3.16 M. ST. P. & S. S. M. RY. CROS.			91.34							
* 7:45	* 6:28	21	E 79	32.87		4.08 STILES			88.86		* 11:17	* 11:55				
* 8:05	* 6:38	54	E 74	37.45		4.79 LIDDERWOOD	DK		81.77	DN	* 11:07	* 11:40				
* 8:25	* 6:52	32	E 80	43.80		8.14 GENESIO	OO		78.63	D	* 10:53	* 11:10				
* 8:45	* 7:02	34	E 88	43.76		8.16 CAYUGA	PA		76.47	D	* 10:43	* 10:55				
5:45-10:23 9:13 10:23	* 7:22	50	E 92	54.90		6.12 RUTLAND, N. D.	RU		84.34	R D WC X	* 10:23	* 10:33 10:33 9:48				
				55.16		0.27 FORBES LINE JCT.			84.07	T						
* 10:00	* 7:42	36	F 9	54.94		6.03 HAVANA	WB		84.90	D	* 10:03	* 9:10				
* 11:15	* 7:55	30	F 15	70.82		8.32 KIDDER	BO		68.41	DN	* 9:50	* 8:50				
				74.31		8.30 C. M. ST. P. & P. RY. CROSSING			44.58							
* 11:35	* 8:10	32	F 23	77.94		8.30 BURCH	CD		41.29	D	* 9:35	* 8:30				
* 12:01h	* 8:24	18	F 30	82.08		7.14 AMHERST	ME		34.15	D	* 9:21	* 8:10				
* 12:25	* 8:39	34	F 35	91.44		8.55 CLAREMONT	QC		37.79	D	* 9:06	* 7:50				
* 12:40	* 8:49	32	F 43	95.87		8.43 HUFFTON	BU		25.36		* 8:56	* 7:30				
* 1:00	* 8:59	24	F 47	102.28		8.41 PUTNEY	NY		14.98	D	* 8:46	* 7:15				
* 1:15	* 9:09	7	F 51	106.15		8.00 TACONA PARK			18.05		* 8:36	* 7:00				
* 1:30	* 9:17	34	F 53	106.88		8.78 PLANA			9.30		* 8:28	* 6:50				
				114.50		8.60 C. M. ST. P. & P. RY. CROSSING			0.64	I						
				115.61		0.03 C. & N. W. RY. CROSSING			0.62	I						
A 2:10h	A 9:35h	Yard	231	F 64	119.23	0.03 ABERDEEN	FN			R DNWK CXV	L 8:10h	L 6:10h				
8.25 14.15	4.15 28.05					Time Over Subdivision Average Speed Per Hour					4.15 28.05	7.15 15.95				

WESTWARD.			FOURTEENTH SUBDIVISION— RUTLAND AND FORBES.					EASTWARD. 9		
SECOND CLASS	Car Capacity		Stations	Time Table No. 33 Effective November 26, 1933.	Telegraph Code	Distance from Rutland	SIGNS	SECOND CLASS		
337	Relays	Other Trains						338		
Daily Ex. Sunday								Daily Ex. Sunday		
L 9.00am	60	35	E 93	RUTLAND, N. D.	RU	62.00	R D WC X	A 4.20pm		
				0.27 FORBES LINE JCT.		62.75	X Y			
* 9.25		5	E 98	6.00 BELLE PLAINE		66.13		* 4.02		
* 9.40		25	E109	1.05 BROOKLAND		51.17		* 3.50		
				13.05 C. M. ST. P. & P. RY. CROSSING		49.07				
* 10.00		34	E118	4.05 STRAUBVILLE	SV	44.11	D	* 3.20		
* 10.15		32	E116	8.12 CRESCENT HILL		37.09		* 3.00		
* 10.26		35	E131	4.15 NEWTON		33.64		* 2.45		
				20.77 C. & N. W. RY. CROSSING		33.23				
				20.42 WATER TANK		32.45	W			
* 10.33		8	E133	0.71 PORT EMMA		31.55		* 2.35		
* 10.55		34	E136	8.07 GUELPH	GU	25.01	D	* 2.25		
* 11.15		33	E134	7.09 SILVER LEAF		20.92		* 2.05		
				45.43 C. M. ST. P. & P. RY. CROSSING		18.96				
* 11.40		35	E141	0.32 ELLEDALE	ND	13.57	D	* 1.45		
A 12.20pm	35	65	E154	12.37 FORBES	FO		R D X Y	L 1.00pm		
8.20 15.90				Time Over Subdivision Average Speed Per Hour				8.15 15.79		

Special Rules—Thirteenth and Fourteenth Subdivisions.

Westward trains are superior to eastward trains of the same class.

		Maximum Speed.	
Between		Passenger	Freight
Aberdeen Line Junction and Aberdeen		40 miles per hour.	25 miles per hour.
Rutland and Forbes		30 miles per hour.	25 miles per hour.

Rules 671 to 671 (f), inclusive, amended as follows:
 The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.
 Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.
 Conditions may require a further speed restriction for all trains, per special rules, and at drawbridges the speed of trains shall not exceed eight miles per hour.
 The letter "I" in column headed "SIGNS" indicates interlocking plant.

Automatic Interlocking At

Tintah.....	5.17 miles west of, with M. St. P. & S. S. M. Ry.	Davis.....	3.54 miles west of, with C. & N. W. Ry.
Paynesville.....	0.76 " " " " M. St. P. & S. S. M. Ry.	Appleton.....	0.77 " " " " C. M. St. P. & P. Ry.
Hanley Falls.....	0.31 " east " " M. & St. L. Ry.	Huron.....	0.63 " east " " C. & N. W. Ry.
Manley.....	0.22 " west " " C. St. P. M. & O. Ry.	Arlington.....	0.97 " west " " C. & N. W. Ry.
Hills.....	0.38 " " " " I. C. Ry.	Aberdeen.....	0.62 " east " " C. & N. W. Ry.
Coron.....	6.30 " " " " C. St. P. M. & O. Ry.	Aberdeen.....	0.64 " " " " C. M. St. P. & P. Ry.

STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED". If home signal desired does not indicate "PROCEED" and no smash boards are in use, trainman may flag train over the crossing after making certain that conflicting home signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of the hand release does not clear the proper home signal, trainman shall signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED", signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position.

TO OPERATE SMASHBOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the crossing.
 Crank must be inserted in shaft on back of smash board mechanism, after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed small cover must be locked and crank returned to the "RELEASE" box.

Semi-Automatic Interlocking At

Clara City..... 0.47 miles east of, with M. W. Ry.
 Rules 601 to 685, inclusive, supplemented by the following govern in the use of this interlocking plant:
 If C. N. train is stopped by a home signal and no immediate conflicting train movement is evident and smash boards are in the clear position train men may signal train to proceed over the crossing. Located at the mechanism that controls the smash board on each of the C. N. home signals are cranks for the operation of smash board mechanism by hand and if the smash boards are not in clear position train men shall operate smash boards to the clear position by hand, inserting the crank in shaft at back of operating mechanism after opening small door locked by standard switch lock. Crank should be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved to clear position. Crank should then be removed and mechanism properly locked; then after making certain that gates are set against the M. W. Ry. it will be permissible to proceed.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	LOCATION	OPENS	CAPACITY
Second Subdivision.			
Reick Yard Spur.....	1.87 miles west of Willmar.....	East	13
Third Subdivision.			
Barr Pickling Spur.....	1.19 miles east of St. Cloud.....	West	68
Lukemeyer Spur.....	1.12 miles east of St. Cloud.....	West	14
Tilston Mill Spur.....	2.67 miles east of St. Cloud.....	East	288
Sixth Subdivision.			
Campbell-North Star.....	2.34 miles west of Rice Jet.....	East	19
Empire Quarry.....	2.47 miles west of Rice Jet.....	East	141
North Star Granite Corp. Spur.....	4.23 miles west of Rice Jet.....	West	41
Cold Spring Granite.....	5.01 miles west of Rice Jet.....	East	7
John Clark Co.....	.07 mile west of Rockville.....	West	13
Mill Spur.....	.30 mile west of Rockville.....	West	12
Granite.....	.13 mile east of Cold Spring.....	West	22
New London Material Co. Siding.....	3.02 miles west of Hawick.....	Both	34
New London Gravel Pit.....	1.65 miles east of New London.....	Both	200
Robbins Young Spur.....	1.51 miles east of New London.....	East	35
Green Lake Ice Spur.....	.67 mile east of Spicer.....	East	22
State Farm Spur.....	1.04 miles east of Willmar Jet.....	West	54
Ninth Subdivision.			
Nasom.....	2.50 miles west of Lennox.....	East	7
Aggersgaard.....	3.13 miles west of Viborg.....	East	4
Twelfth Subdivision.			
Pint Brook Spur.....	2.16 miles west of Thorsborg.....	East	4
Wahpeton Gravel & Sand Co.....	1.16 miles east of Thorsborg.....	East	25
Fourteenth Subdivision.			
Fehl Spur.....	8.01 miles east of Forbes.....	East	9

SPEED RESTRICTIONS

Engines backing up..... 20 miles per hour.

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Ma 7508, House, Co 4101, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Office phone Ma 7508, House, Wa 2446, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. Ernest R. Anderson.....	Assistant to Chief Surgeon.....	Office phone Ma 7508, House, Lo 9536, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. F. J. Savage.....	Division Surgeon.....	Office phone Ga 3635, House, El 8001, 355 Lowry Bldg., St. Paul, Minn.
Dr. E. H. Frost.....	Division Surgeon.....	Willmar, Minn.
Dr. R. H. Wald.....	Assistant Division Surgeon.....	355 Lowry Bldg., St. Paul, Minn.
Dr. C. B. Lewis.....	Assistant Division Surgeon.....	St. Cloud, Minn.
Dr. C. F. Culvert.....	Assistant Division Surgeon.....	Sioux Falls, S. D.
Dr. E. W. Rimer.....	Assistant Division Surgeon.....	Breckenridge, Minn.
Dr. E. C. Cobb.....	Assistant Division Surgeon.....	Sioux City, Iowa
Dr. Egil Boeckmann.....	Chief Ophthalmic Surgeon.....	St. Paul, Minn.
Dr. C. N. Spratt.....	Ophthalmic Surgeon.....	Minneapolis, Minn.
Dr. A. D. Whiting.....	Ophthalmic Surgeon.....	St. Cloud, Minn.
Dr. J. E. Reeder.....	Ophthalmic Surgeon.....	Sioux City, Iowa
Dr. C. P. Rice.....	Ophthalmic Surgeon.....	Breckenridge, Minn.

LOCAL SURGEONS.

Dr. John F. Adams.....	Aberdeen, S. D.	Dr. Ward Akester.....	Marshall, Minn.
Dr. Geo. E. Countryman.....	Aberdeen, S. D.	Dr. P. D. Gray.....	Marshall, Minn.
Dr. D. W. Little.....	Appleton, Minn.	Dr. H. D. Ogden.....	Maurice, Iowa
Dr. N. K. Hopkins.....	Arlington, S. D.	Dr. J. P. Wilkins.....	Mound, Minn.
Dr. C. L. Seefeld.....	Benson, Minn.	Dr. Charles Osine.....	Morris, Minn.
Dr. Oscar Daignault.....	Benson, Minn.	Dr. T. H. Mee.....	Oseo, Minn.
Dr. W. E. Wray.....	Campbell, Minn.	Dr. C. R. Myre.....	Paynesville, Minn.
Dr. J. B. Robertson.....	Cottonwood, Minn.	Dr. E. J. McKeown.....	Pipestone, Minn.
Dr. A. C. Peterson.....	Dassel, Minn.	Dr. H. W. Goshue.....	St. Cloud, Minn.
Dr. A. E. Phillips.....	Delano, Minn.	Dr. C. S. Sutton.....	St. Cloud, Minn.
Dr. A. G. Macklein.....	Ellendale, N. D.	Dr. Arch F. O'Donoghue.....	Sioux City Ia.
Dr. F. C. DeVall.....	Garretson, S. D.	Dr. A. H. Tuttle.....	Sioux Falls, S. D.
Dr. C. I. Oliver and I. L. Oliver.....	Graceville, Minn.	Dr. S. A. Donahoe.....	Sioux Falls, S. D.
Dr. A. G. Sanderson.....	Granite Falls, Minn.	Dr. N. P. Doleman.....	Tintah, Minn.
Dr. M. L. Ransom.....	Hancock, Minn.	Dr. C. L. Roholt.....	Waverly, Minn.
Dr. Wm. D. Lyle.....	Havana, N. D.	Dr. H. J. Bartron.....	Watertown, S. D.
Dr. John T. Leland.....	Herman, Minn.	Dr. A. F. & B. J. Branton.....	Willmar, Minn.
Dr. Leonard Harriman.....	Howard Lake, Minn.	Dr. C. C. Gross.....	Yankton, S. D.
Dr. J. C. Shirley.....	Huron, S. D.	Dr. J. E. Trierweiler.....	Yankton, S. D.
Dr. O. W. Scholpp.....	Hutchinson, Minn.		
Dr. E. G. Same.....	Lidgerwood, N. D.		
Dr. Karl A. Danielson.....	Litchfield, Minn.		

E. R. JOYCE, Chief Dispatcher.

JOHN R. MILLER, Train Master.

F. V. PERCIVAL, Train Master.

P. J. COLITON, Train Master.

M. J. WELSH, Superintendent Terminals, Minneapolis
J. A. KNIGHTS, Assistant Superintendent, Sioux City.

